

PENRITH WESTFIELD SHOPPING CENTRE

Westfield Penrith Alterations & Additions Traffic Report

Prepared for:

Scentre Limited
85 Castlereagh Street
SYDNEY NSW 2170

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Scentre Limited (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
620.12434-R01-v1.3	14 October 2019	Matthew Creighton	Kris Stone	Kris Stone
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620.12434-R01-v1.1	2 October 2019	Matthew Creighton	Kris Stone	Kris Stone

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1 Introduction

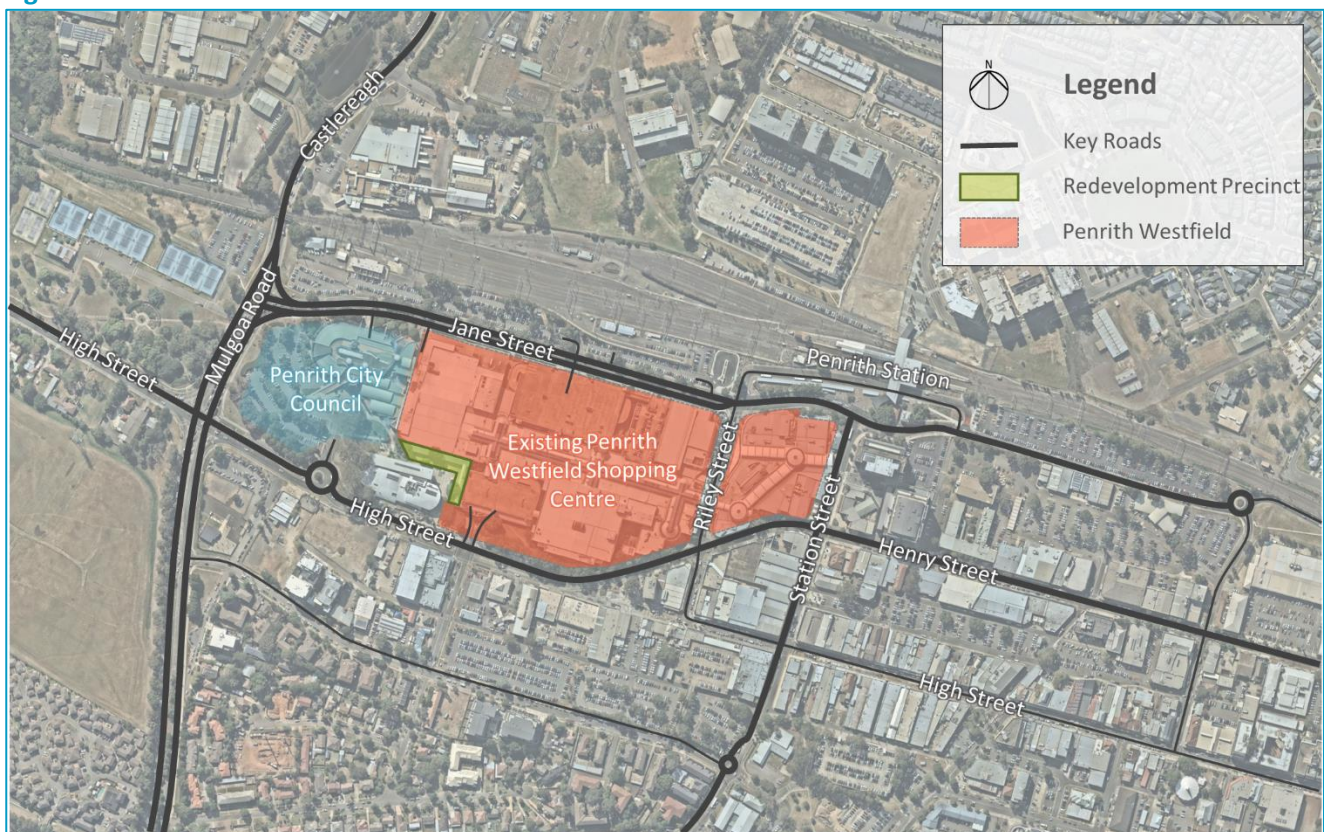
SLR Consulting Pty Ltd (SLR) has been engaged by Scentre Limited to provide traffic engineering and transport planning advice in relation to the proposed **Westfield Penrith Alterations and Additions** redevelopment of the Penrith Westfield Shopping Centre, Penrith, NSW.

1.1 Overview

Penrith Westfield is a regional shopping centre that comprises approximately 100,000m² GLA. The centre incorporates a variety of major tenants including a Myer department store, Target, Big W, Aldi, Woolworths, HOYTS Cinemas, JB Hi-Fi, and Rebel Sport. Penrith Westfield also incorporates numerous specialty store offerings and kiosks and provides a car parking supply of 3,558 spaces.

The location of the redevelopment precinct with respect to the overall Penrith Westfield site and the surrounding road network is identified in Figure 1. The existing tenancies within the redevelopment area to be removed or repurposed include a café and community college.

Figure 1 Site Context



Source: Nearmap

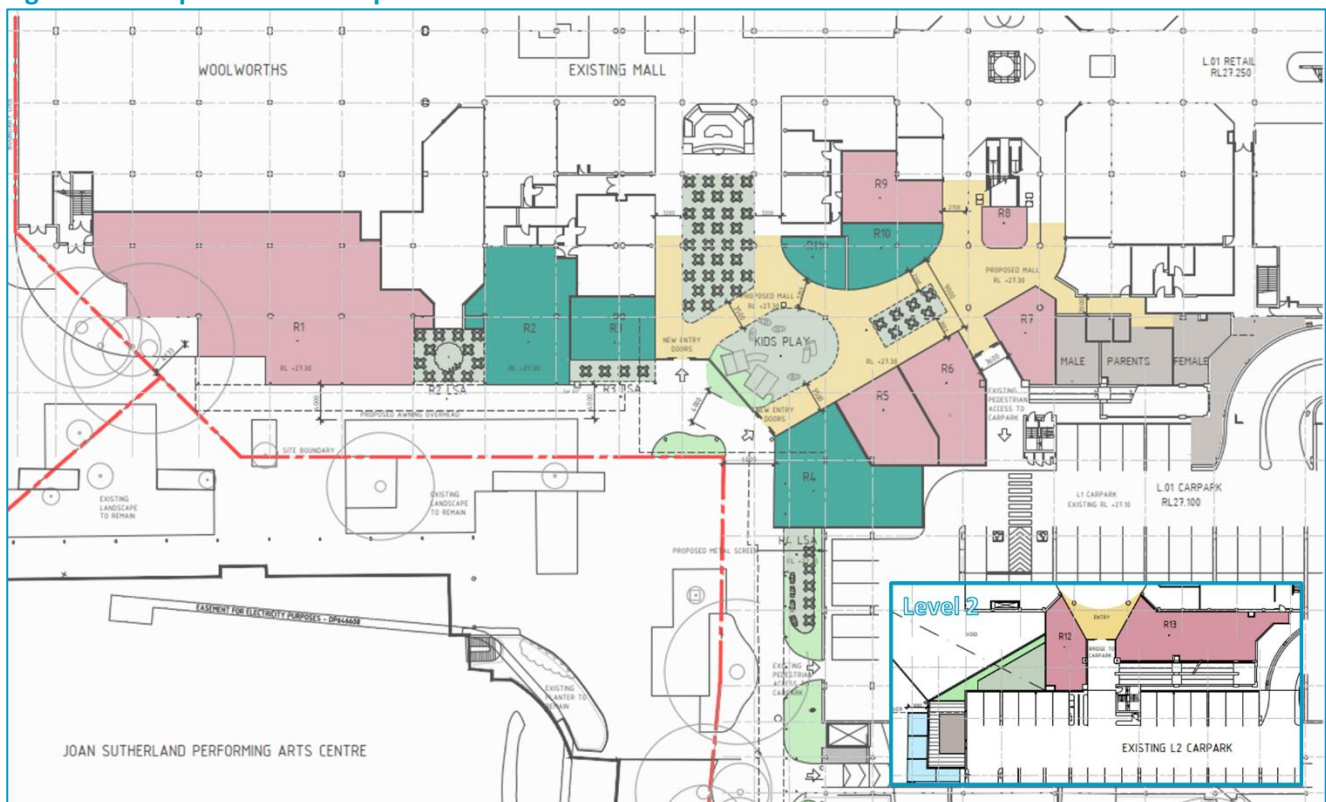
2 Proposed Redevelopment

The **Westfield Penrith Alterations and Additions** (proposed redevelopment) proposes to re-purpose a number of existing retail tenancies and construct an additional floor in the south-west portion of the shopping centre. The redevelopment involves the following elements:

- Five new food and beverage tenancies
- One specialty retail tenancy
- Weather protected outdoor seating
- Redesigned outdoor landscaping with new furniture
- Additional amenities.

Based on the schedule of yields provided by Scentre for the development (included at Appendix A), the proposal will result in a net GLA increase of approximately 1,114m². Figure 2 illustrates the extent of the proposal which includes existing area that is repurposed and new incremental yield across Levels 1 and 2. Detailed plans are included at Appendix A.

Figure 2 Proposed Redevelopment Area



The development characteristics including level, tenancy, and yield (demolished and proposed) are summarised in Table 2. From this information, it is possible to calculate the net incremental increase in GLA that would result from the proposed redevelopment.

Table 1 Proposed Expansion Yield (including demolished areas)

Location	Tenancy Number	Demolished GLA (m ²)	Proposed GLA (m ²)
First Floor	R1	-496	582
	R2	-203	224
	R3	-37	99
	R4	-26	215
	R5		88
	R6		101
	R7		64
	R8		25
	R9		79
	R10		67
	R11		36
	Total	-762	1,580
Second Floor	R12		120
	R13		176
	Total	0	296
Cumulative Total		-762	+ 1,876
		+ 1,114	

SLR understands that the tenants anticipated to occupy the redeveloped Westfield Penrith Alterations and Additions area will be generally consistent with a) the current broader Penrith Westfield offering, and b) uses that are permissible and/or typical of large Shopping Centre sites that are circa 100,000m².

The following is also noted with respect to the proposal:

- The proposal will not change the current external vehicular access locations and arrangements.
- The proposal will not change the fronting or nearby transport system including roads, intersections etc.
- The proposal will result in a net loss of 22 parking spaces (remove 32 existing and add 10 new spaces).
- The proposal does include minor modifications to the current internal car parking arrangements. Including:
 - Level 1 (ground) removal of 16 spaces and re-establishment of 5 new spaces
 - Level 1 (mezzanine) removal of 16 spaces and re-establishment of 5 new spaces
- The proposal does not change the current servicing arrangements, i.e, loading docks.

3 External Traffic Assessment

3.1 Existing Traffic Generation

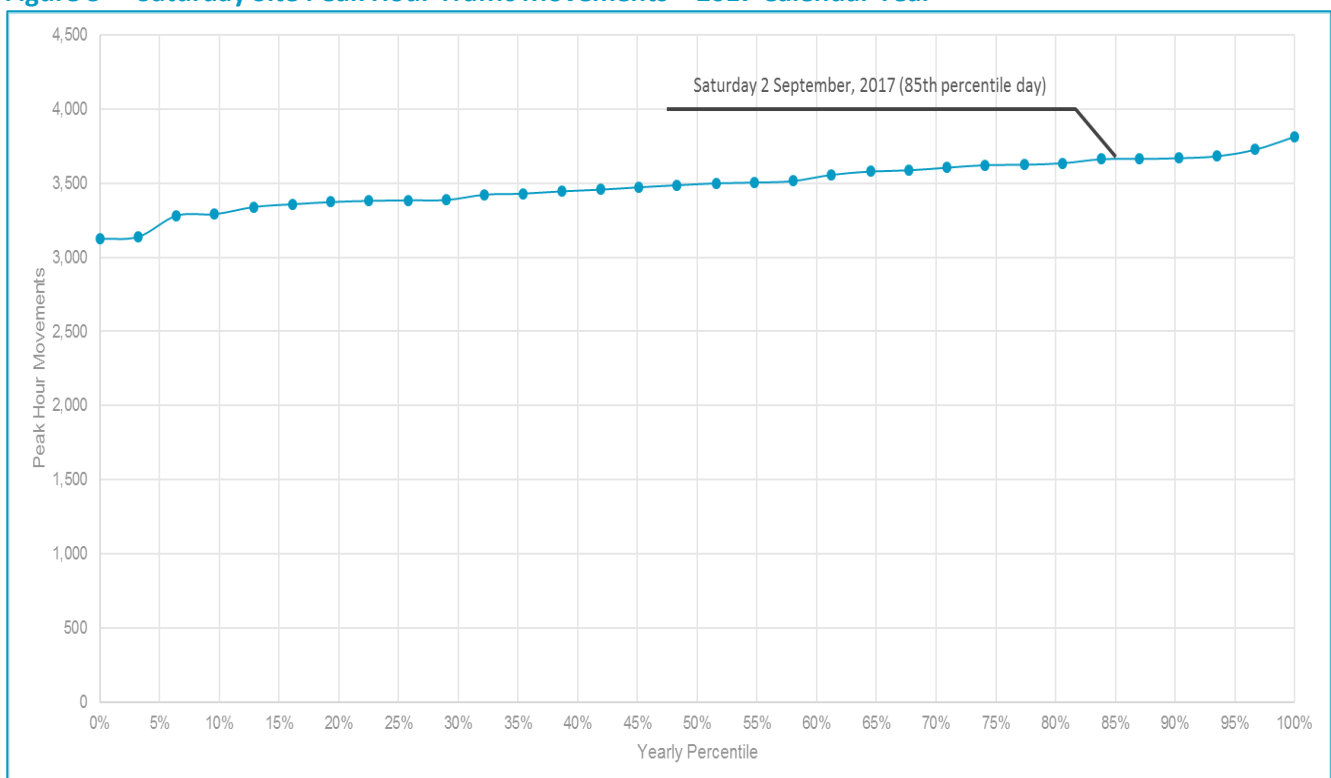
In order to identify the potential traffic impact of the proposed redevelopment, SLR has sourced a collection of historical traffic survey data.

The historical dataset includes approximately seven months of traffic data collected automatically via the parking control system that operates across the Westfield Penrith site and includes all car park entry and exit movements. The dataset can be queried to establish the daily and hourly traffic generation observed throughout the seven-month period from 24 May 2017 to 31 December 2017.

The dataset was analysed to determine a relevant design scenario that should be used to confirm the existing site potential and comparative benchmarking. Specifically, the data was interrogated to establish an 85th percentile Saturday, i.e. the 7-8th busiest Saturday of the year, based on two-way vehicle trips. This design event is typically accepted in documented industry guidance as representing a reasonable design event for the purpose of traffic and transport planning.

Figure 3 illustrates the site-wide, one-hour peak sum of traffic movements observed by the car parking control system for each of the 32 individual Saturdays that form part of the dataset.

Figure 3 Saturday Site Peak Hour Traffic Movements – 2017 Calendar Year



As illustrated in Figure 3, the 85th percentile traffic generation event occurred on 2 September 2017 during which time the maximum one-hour, two-way traffic demand was 3,664 trips recorded between 12:00-13:00. Based on the current yield at the Penrith Westfield site, this demand equates to a traffic generation rate approximating 4.04 vehicles per 100m² of GLA.

3.2 Post-Development Traffic Generation

The traffic generation rate of a retail centre is significantly influenced by the size of the centre. That is, as the floor area of a centre increases, there is not a proportional increase in traffic generation. Instead, new floor area will generate traffic at a decreasing rate per unit area as the size and offer of the centre increases. To account for this phenomenon, SLR has assessed the traffic generation rate of decay from data published by NSW RMS in the *Guide to Traffic Generating Development: Updated Traffic Surveys* (2013).

The existing traffic generation rate identified in Section 3.1 was found to be slightly higher than the generation rate that can be estimated using the NSW RMS surveys and decay curve. This is likely the result of the NSW RMS surveys not being calibrated to an 85th percentile event but rather an average of available surveys.

To establish the incremental traffic generation resulting from the proposed redevelopment, the NSW RMS curve was factored up to reflect the observed 85th percentile traffic generation. The amended decay curve data is illustrated on Figure 4 and summarised in Table 2.

Figure 4 Shopping Centre Traffic Generation Decay Curve



Table 2 Calibrated Traffic Generation for Expansion GLA

Scenario	Total Yield (m ² GLA)	Saturday AM	
		Generation (vph/100m ² GLA)	Trips (vph)
Existing Penrith Westfield	90,787	4.04	3,664
Post-Expansion	91,901	4.00	3,676
Incremental Change	1,114	-	12

It is clear from Figure 4 and Table 2 that the proposed expansion will not generate a significant increase in traffic beyond the current situation. The factored RMS traffic generation curve indicates that the expansion will generate an additional 12 trips during the Saturday peak hour period. This increase is approximately 0.3% over-and-above the current situation. The Saturday scenario is equivalent to other weekday peak periods but higher so has been adopted as the worst case for design purposes.

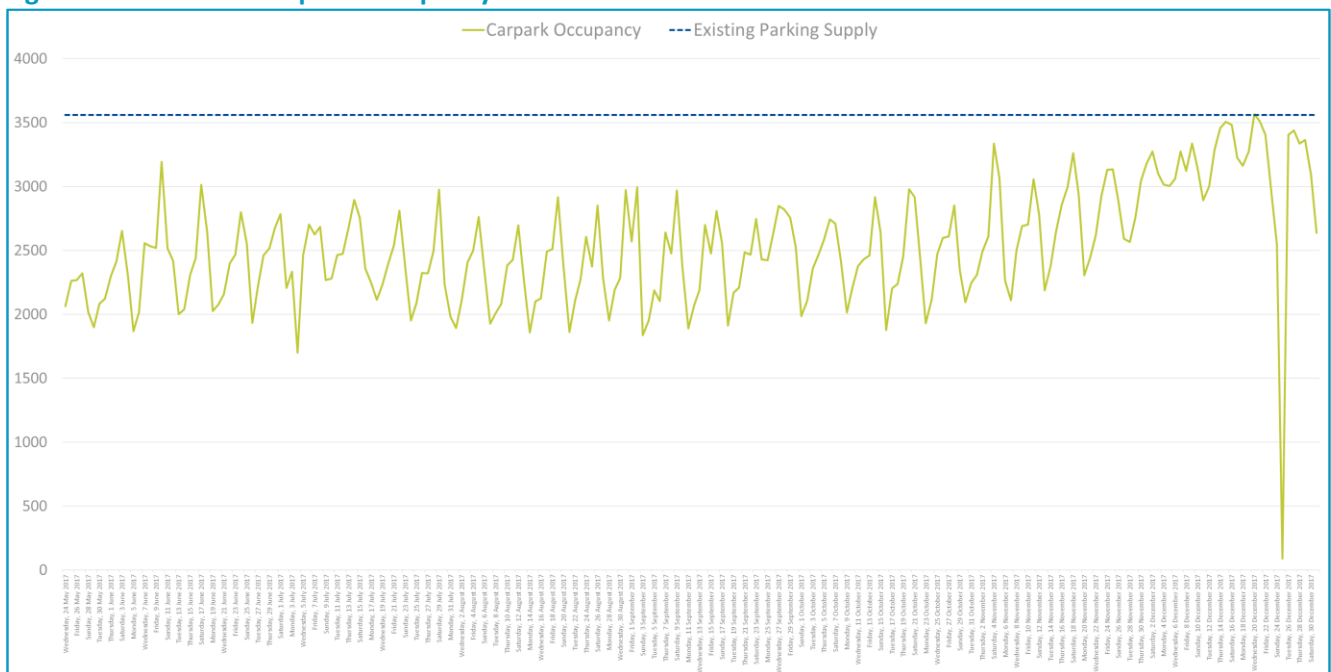
Accordingly, the post-development traffic demand is not expected to generate any significant new or changed impacts on the surrounding transport system and would not introduce new, or materially exacerbate existing capacity issues. Accordingly, the proposed development does not warrant detailed capacity analysis nor capacity upgrading.

4 Car Parking

4.1 Existing Parking Demand

SLR has analysed the historical parking data to identify the maximum car park accumulation observed across the site during the study period. Scentre has confirmed that the existing parking supply is 3,558 spaces. After considering the net loss of 22 existing spaces to accommodate the proposed new development, the car parking supply will reduce to 3,536 spaces. Figure 5 summarises the maximum car park occupancy using the available parking control system data.

Figure 5 Historical Carpark Occupancy



The dataset indicates that the peak parking accumulation only exceeded the current 3,558 spaces and the proposed 3,536 spaces on one occasion during the seven-month study period, being Wednesday 20 December 2017. The 3,566-space demand event was eight (8) spaces greater than the existing supply although this accumulation figure would also include vehicles that have entered the car park but are circulating (entry, exit and search). Accordingly, the actual number of parked cars is likely to be less and may be closer to or lower than the 3,558 (future 3,536) space supply.

4.2 Post-Development Parking Demand

The Penrith Development Control Plan Transport Access and Parking specifies a parking requirement of 1 space per 30sq.m GFA for a Retail Premises land use. The DCP does not include any graduated (reducing) parking rates that consider the parking demand nature of very large Shopping Centres. It is noted that the DCP does permit parking supply to be justified based on “an empirical assessment of car parking”.

For the purposes of this assessment, the post-development parking demand has been estimated using an empirically based approach that adopts the 85th percentile design event approach consistent with that used for evaluating traffic generation.

The 85th percentile design day for car parking was Saturday 18 November during which the maximum parking accumulation was seen to be 3,261 vehicles or 3.59 spaces per 100m² GLA. The adoption of an 85th percentile event is consistent with industry guidance which seeks to strike the balance between under and over provision.

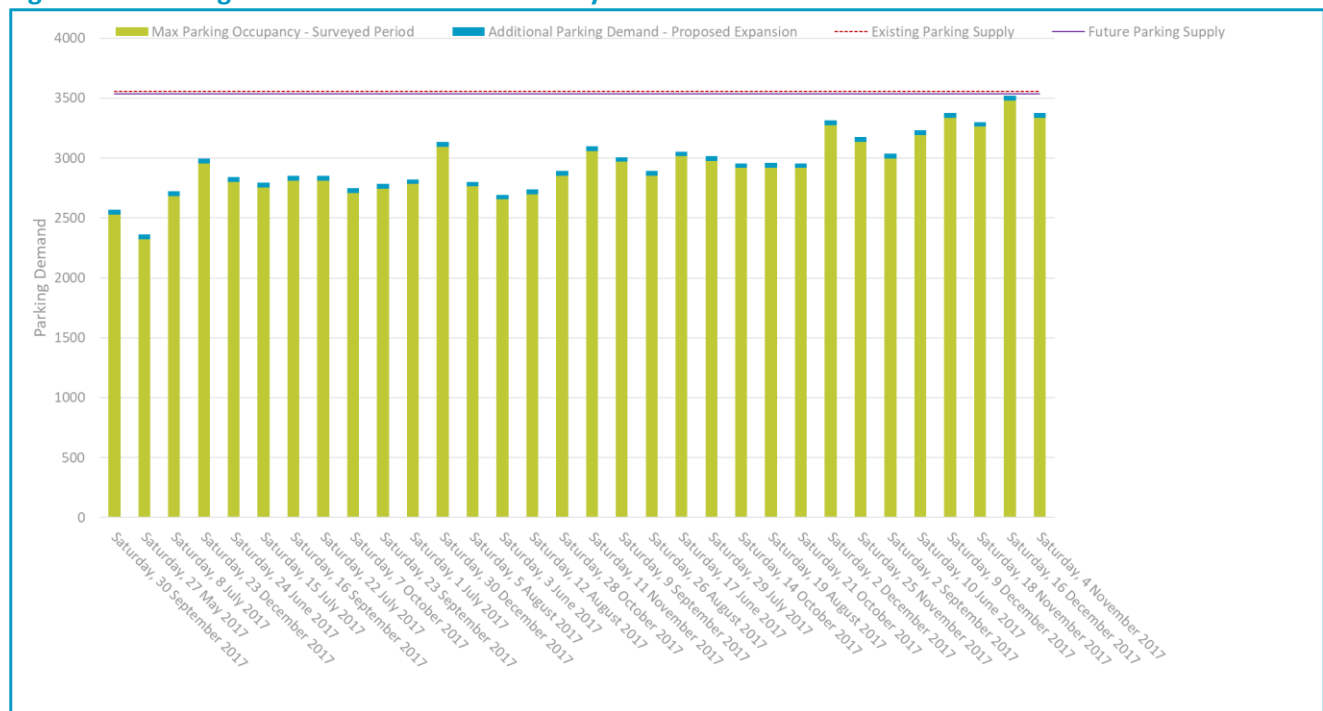
Based on this design rate, the proposed redevelopment has the potential to generate an additional demand of 42 spaces during an 85th percentile design event (Table 3). This incremental demand would increase the current 85th percentile parking event to 3,301 spaces which is 235 spaces fewer than the parking supply that will remain post redevelopment.

Table 3 Existing and Future Parking Demand

Scenario	Total Yield (m ² GLA)	Design Parking Rate (spaces/100m ² GLA)	Design Parking Supply (spaces)
Existing Penrith Westfield	90,787	3.59	3,259
Post-Expansion	91,901		3,301
Incremental Change	1,114		42

Figure 6 illustrates that the additional parking demand generated by the proposed redevelopment is projected to be fully accommodated within the proposed parking supply for all Saturdays which represent the highest design day events.

Figure 6 Parking Demand Assessment – Surveyed Period



The post-development parking supply rate approximating 3.85 spaces per 100sq.m GLA is considered reasonable on the basis of the demand analysis findings above and its consistency with parking provisions at other similar sites. The provision of additional parking is not considered to be warranted and would be inconsistent with good planning practice which seeks to prioritise non-car modes of travel where alternative public and active modes are possible.

4.3 Design Review

The proposed modifications to the existing internal car parking and vehicular circulation areas have been assessed against the applicable requirements of AS2890.1. The results of this assessment are summarised in Table 4.

Table 4 Internal Parking & Circulation Design Compliance Assessment

Design Component	Proposed Design	AS2890.1 Compliant
Perpendicular parking space dimensions (User Class 3A)*	2.6m x 5.4m (with min	✓
PWD parking space dimensions	2.6m x 5.4m adjacent to a 2.6m x 5.4m shared zone	✓
One-way circulating roadway width (adjacent to R4)	Minimum 4.1m	✓
Carpark clearance envelope	As per Figure 5.2 of AS2890.1	✓

* Only the modified/new parking spaces are assessed for compliance. The existing, unchanged parking arrangements throughout the entire site have not been evaluated with respect to AS2890.1

The outcomes of the design compliance assessment summarised in Table 4 illustrates that the proposed modifications to the car park design is compliant with the applicable provisions of AS2890.1 (and AS2890.6 for PWD parking spaces) whilst maintaining consistency with the adjoining existing parking facilities.

The parking aisle width opposite the proposed new parking spaces approximates 9.3m. Accordingly, an electronic swept path assessment is not considered warranted as it would clearly show that a design parking vehicle can enter/exit these new spaces and that it is a substantial improvement compared to the existing situation.

Given the above assessment and considerations, the proposed modifications to the car parking and vehicular circulation areas are considered to be reasonable.

5 Servicing Arrangements

The proposed redevelopment does not introduce any land uses that are significantly different to what is currently featured within the Westfield Penrith Shopping Centre. Accordingly, the proposal is not anticipated to result in any significant increase and/or change to the current servicing demands and arrangements that are already facilitated across the site by way of current loading docks and servicing facilities.

It is proposed that waste collection and servicing procedures for the proposed new tenancies would remain generally the same as those that are in place. Goods and waste are manually transferred within the centre by staff between individual tenancies and the existing loading dock accessed from Jane Street. The provision of new or upgraded loading facilities isn't considered to be warranted given:

- The proposed increase in the number and yield of new tenancies is sufficiently small such that it is not anticipated to generate significantly more demand for loading and servicing compared to the existing situation.
- The nature of the proposed new tenancies is similar to those remaining nearby as well as the broader centre such that it will not generate demand for different, larger servicing vehicles

It is also noted that Scentre actively manages the centre loading facilities and it would be expected that the proposed new tenancies would be required to operate in accordance with any existing or modified loading and servicing operational procedure.

6 Summary and Conclusions

SLR Consulting Pty Ltd (SLR) has been engaged by Scentre Limited to provide traffic engineering and transport planning advice in relation to the proposed **Westfield Penrith Alterations and Additions** redevelopment of the Penrith Westfield Shopping Centre. The subject redevelopment is proposed to repurpose/redevelop existing floor area and deliver new floor area to include the following elements:

- Five new food and beverage tenancies;
- Eight new specialty retail tenancies;
- Weather protected outdoor seating;
- Redesigned outdoor landscaping with new furniture; and
- Additional amenities for the use of customers and staff.

SLR has reviewed a comprehensive dataset of historical traffic movement observations made during a seven-month period between 24 May and 31 December 2017. This data has been analysed to establish the current and traffic and car parking situation and any incremental effects that may be attributable to the proposed expansion. This analysis has resulted in the following findings:

- The incremental development yield delivered as part of the proposed redevelopment has been projected to generate an additional 12 traffic movements (two-way) during the design Saturday peak hour period.
- The assessed Saturday design period has a higher design flow and the findings are therefore conservative when viewed in relation to the remainder of the week.
- This incremental demand is considered insignificant in the context of the current design peak hour demand which approximates 3,664vph.
- Accordingly, the proposed expansion is not anticipated to have any adverse impact on the surrounding transport network during the Saturday design event, nor the remainder of the week, and will not warrant detailed analysis or capacity upgrading works.
- No change to the current vehicular access locations and/or forms is proposed.
- No significant change to the current trafficable layout except for the removal of 22 parking spaces (noted below) is proposed. One of the existing aisles will be converted to one-way which would require changes in existing line marking on Level 1.
- The proposed redevelopment will not significantly alter the current parking supply, but it will result in a net loss of 22 parking spaces to accommodate additional food and retail tenancies.
- Parking demand observations indicate that the existing parking supply of 3,558 spaces was exceeded by eight spaces (0.02%) on one day during the seven-month observation period. It is noted that this particular occurrence was on 20 December during the very busy Christmas period.
- The incremental parking demand increase resulting from the proposed redevelopment is estimated as being 42 spaces (3,301 spaces) which can be accommodated within the post-development supply of 3,536 spaces during the 85th percentile design event (235 space surplus).

Based on the information documented herein, there are no traffic engineering or transport matters that would preclude the proposed **Westfield Penrith Alterations and Additions** redevelopment from being approved.

APPENDIX A

Plans of Development and Yield Schedule

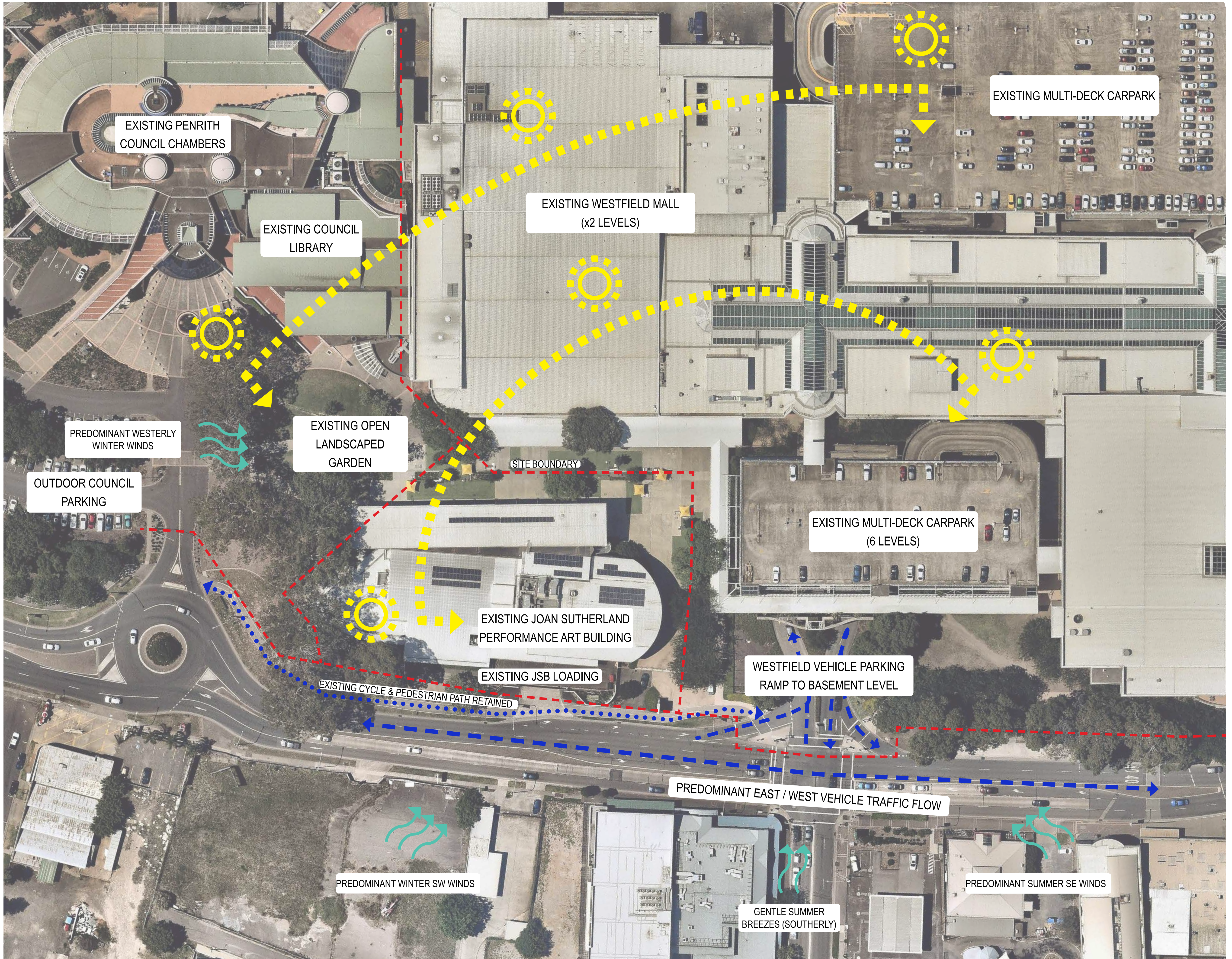


DEVELOPMENT APPLICATION
OCTOBER 2019

WESTFIELD PENRITH
ALTERATIONS & ADDITIONS

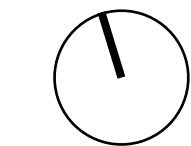


DWG NO.	CONTEXT	SCALE AT A1
0.01	COVER PAGE & DRAWING LIST	NTS
0.02	SITE ANALYSIS PLAN	1:500
0.02A	SITE SURVEY	1:250
FLOOR PLANS		
1.00	SITE PLAN	1:1000
1.01	EXISTING & DEMO LEVEL 1 (GROUND)	1:250
1.02	EXISTING & DEMO LEVEL 1M	1:250
1.03	EXISTING & DEMO LEVEL 2	1:250
1.04	PROPOSED LEVEL 1 (GROUND)	1:250
1.05	PROPOSED LEVEL 1M	1:250
1.06	PROPOSED LEVEL 2	1:250
1.07	PROPOSED LEVEL 3 & ROOF	1:250
ELEVATIONS, SECTIONS AND MATERIAL FINISHES		
2.01	PROPOSED SECTIONAL ELEVATIONS	1:200
2.02	PROPOSED SECTIONAL ELEVATIONS	1:200
2.03	SECTIONAL ELEVATIONS (EXISTING V PROPOSED)	1:100
2.04	PROPOSED MATERIAL FINISHES	NTS
2.05	SIGNAGE STRATEGY	NTS
2.06	SIGNAGE STRATEGY	NTS
SHADOW DIAGRAMS		
3.01	SUN SHADOW ANALYSIS	NTS
3.02	SUN SHADOW ANALYSIS	NTS
PERSPECTIVE VIEWS		
4.01	ARTIST PERSPECTIVE 01	NTS
4.02	ARTIST PERSPECTIVE 02	NTS



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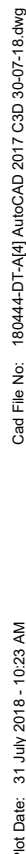
SITE ANALYSIS PLAN

ALTERATIONS & ADDITIONS

WESTFIELD PENRITH

DEVELOPMENT APPLICATION

Project Number: D6912 Drawing No: 1:500 @ A1
Scale @ Street Size: 1:500 @ A1
Plan Date: 2019-10-01
Revision: 0.02



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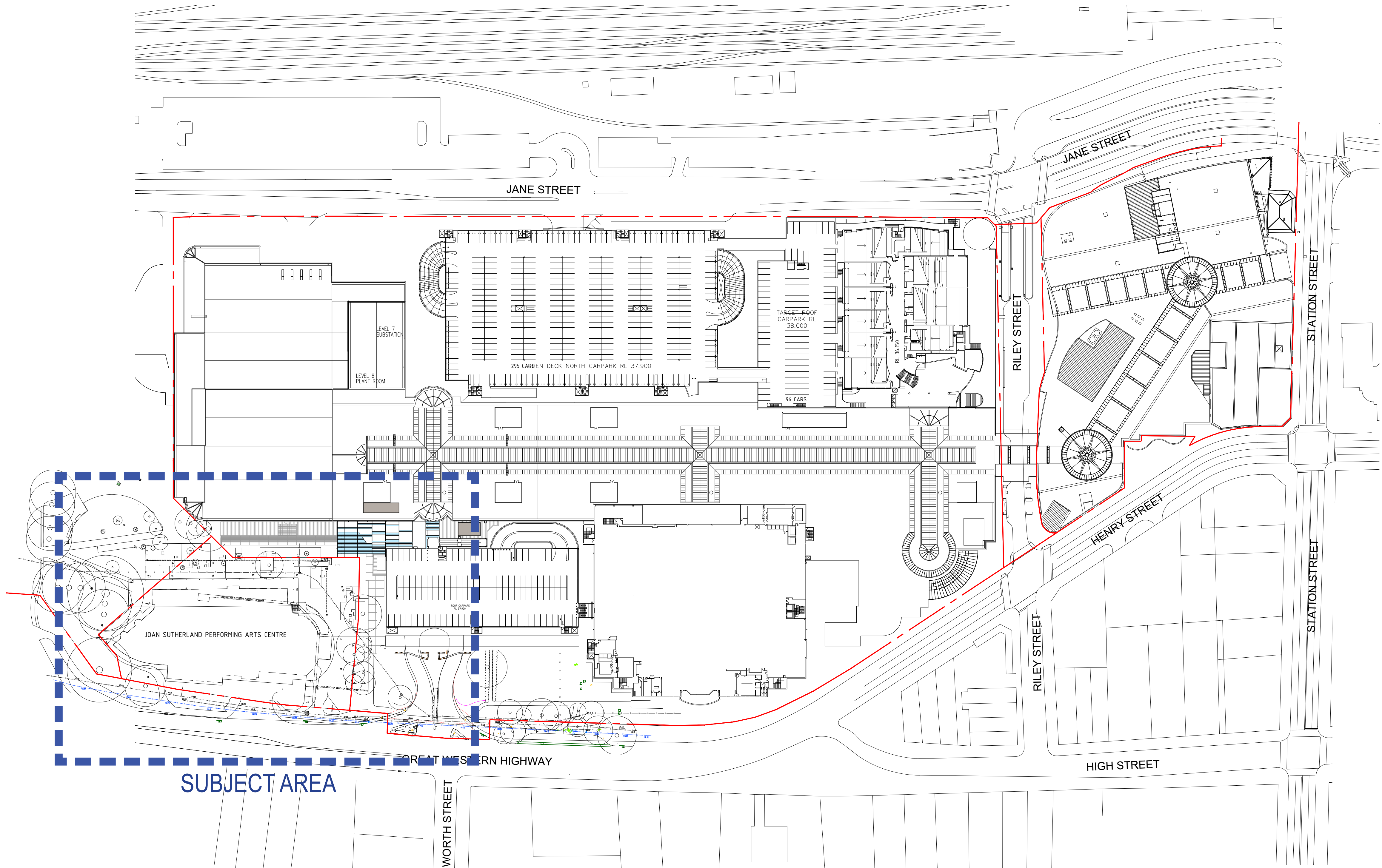
PLAN SHOWING:
TOPOGRAPHIC SURVEY
AT TOP OF WESTFIELD PENRITH
AND JOAN SUTHERLAND BUILDING



TRUE NORTH

M. G. A.

SCALE:	1:250	ORIGINAL SIZE	A1
LOCALITY:		LGA:	PENRITH
GRID:	PENRITH MGA	GRID REFERENCE	PP 849297-DP 1102232
DATUM:	AHD	DATUM ORIGIN:	PM12651
DATE OF SURVEY:	24/04/18	DATE OF PLAN:	14/05/18
SURVEY BY:	M B D	DRAWN BY:	SC
CHECKED BY:		DATE:	
APPROVED BY:	Project Number D0912 Scale of sheet 1:500 @ 1:MC	LB No.	21/05/18
PLAN REF:	Plot Date	DATE:	21/05/18
		SHEET:	0.02A



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Title

SITE PLAN

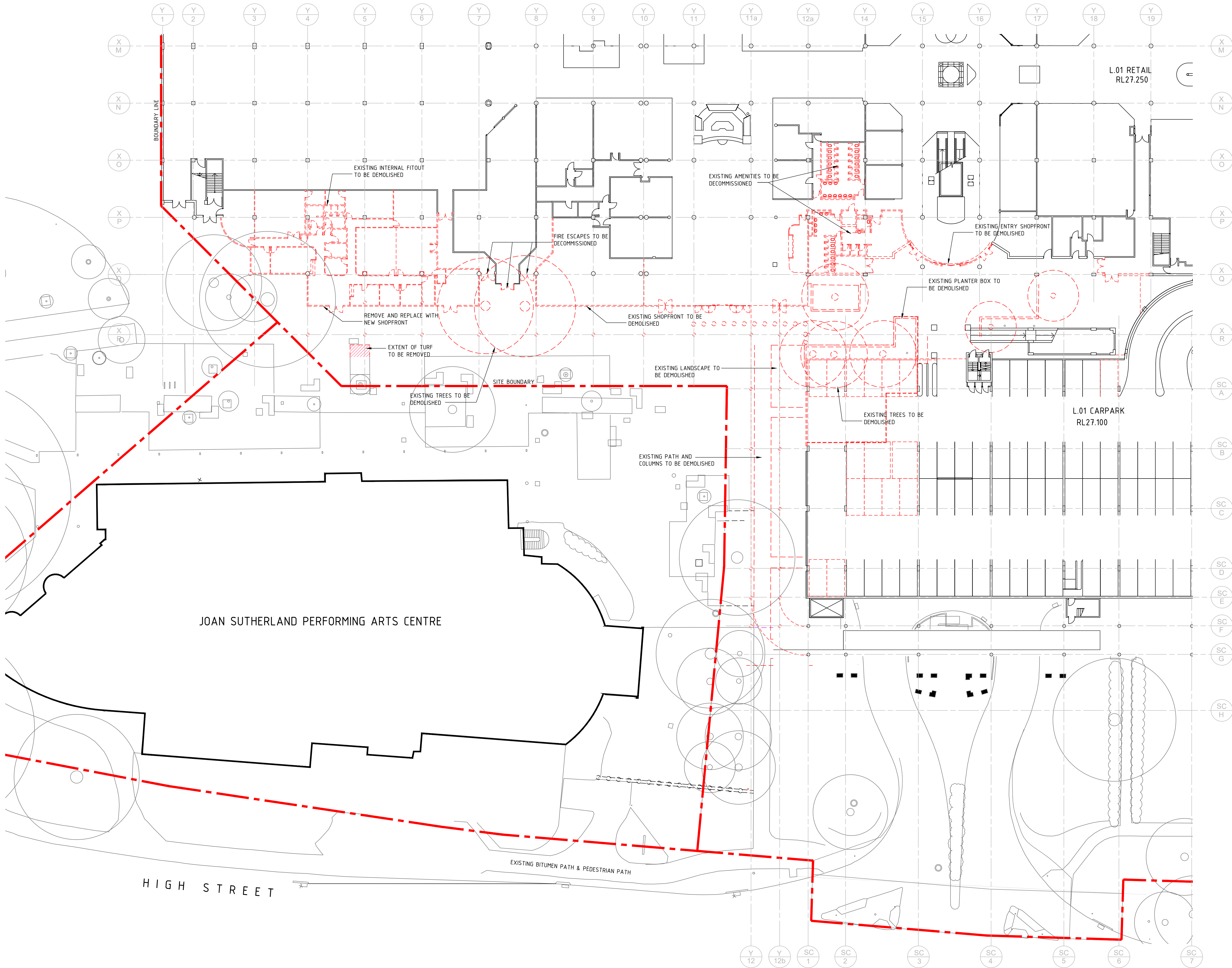
ALTERATIONS & ADDITIONS

Centre

WESTFIELD
PENRITH

DEVELOPMENT
APPLICATION

Project Number	Drawing No.	Revision
D6912		
Scale @ Sheet Size	1:1000 @ A1	1.00
Plot Date	2019-10-01	



LEGEND:

- EXISTING CENTRE
- EXTENT OF DEMOLITION
- EXISTING TREE TO REMAIN
- TREE TO BE DEMOLISHED
- DEMOLISH EXISTING PLANTERS & SEATINGS

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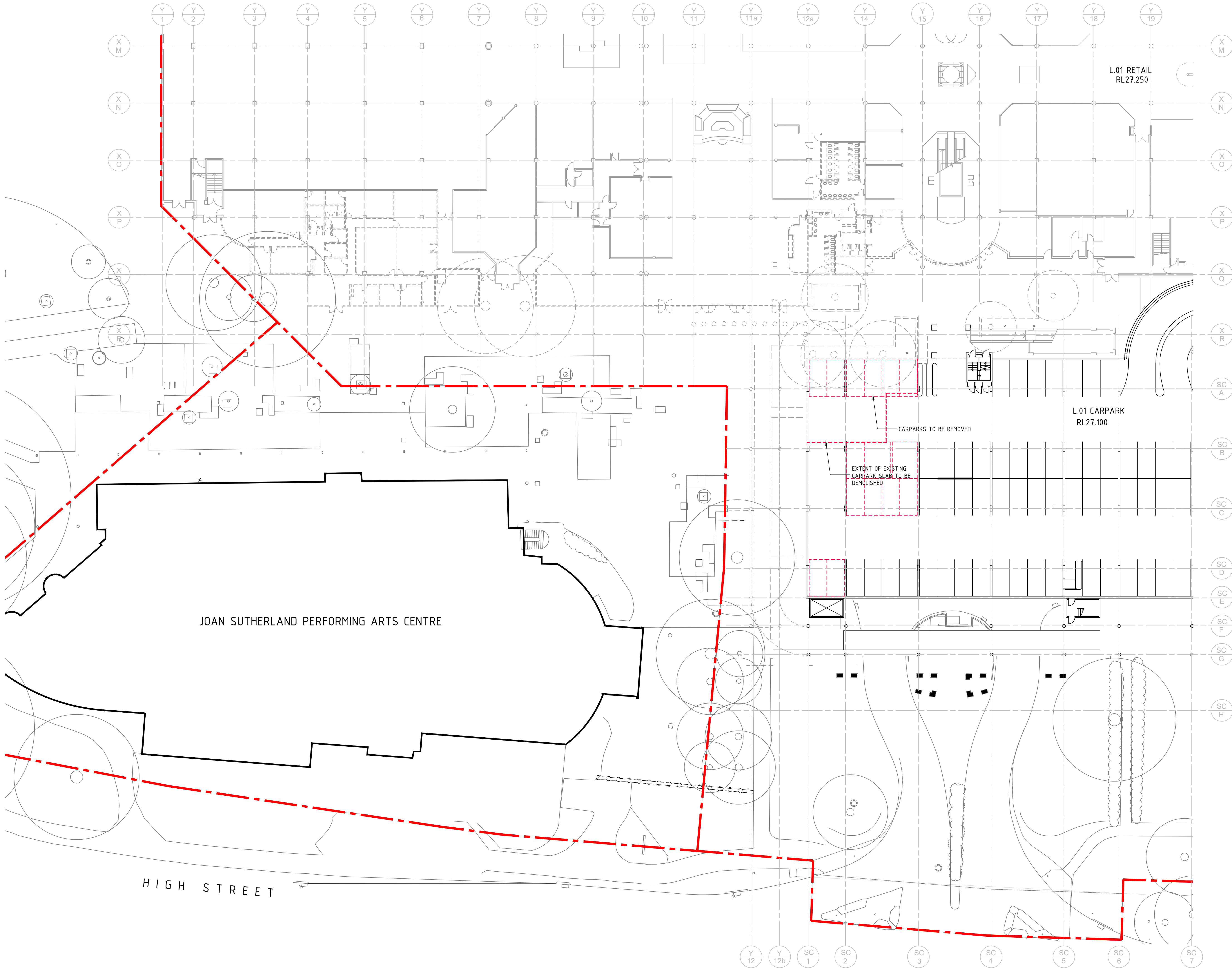
DEMOLITION PLAN
LEVEL 1 (GROUND)

ALTERATIONS & ADDITIONS

WESTFIELD
PENRITH

DEVELOPMENT
APPLICATION

Project Number: D6912 Drawing No: 1.01
Scale @ Sheet Size: 1:250 @ A1
Print Date: 2019-10-01
Revision: 1.01



LEGEND:

- EXISTING CENTRE
- EXTENT OF DEMOLITION ON LEVEL 1
- EXISTING TREE TO REMAIN
- TREE TO BE DEMOLISHED ON LEVEL 1
- DEMOLISH EXISTING SLAB & CARPARK LINE MARKINGS

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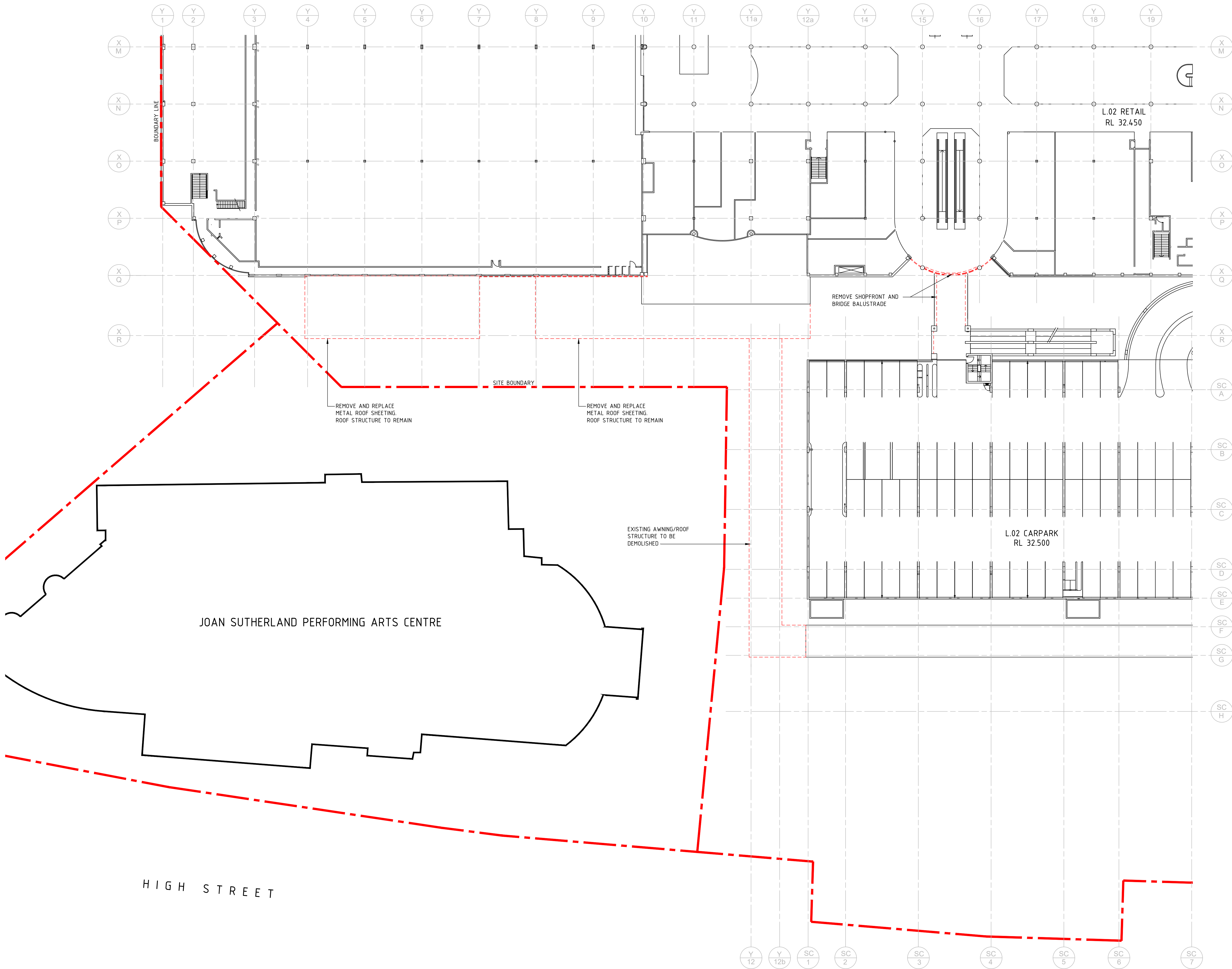
DEMOLITION PLAN
LEVEL 1 (MEZZANINE)

ALTERATIONS & ADDITIONS

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PENRITH

DEVELOPMENT
APPLICATION

Project Number: D6912 Drawing No: 1.02
Scale @ Sheet Size: 1:250 @ A1
Print Date: 2019-10-01
Revision: 1.02



LEGEND:

- EXISTING CENTRE
- EXTENT OF DEMOLITION

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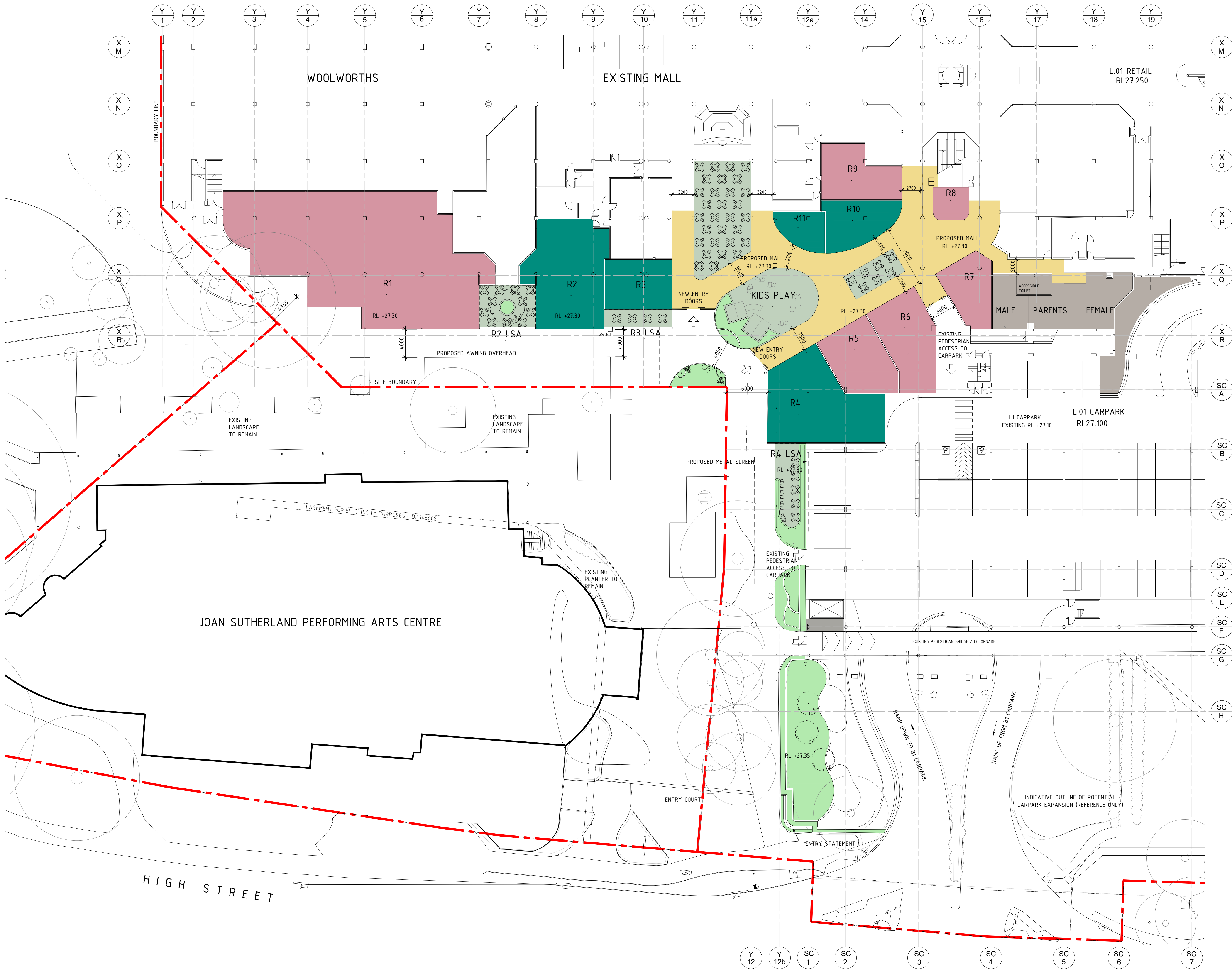
DEMOLITION PLAN
LEVEL 2

ALTERATIONS & ADDITIONS

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APPLICATION

Project Number D6912	Drawing No.	Revision
Scale @ Sheet Size 1:250 @ A1	Plot Date 2019-10-01	1.03



LEGEND:

- PROPOSED RETAIL FOOD
- PROPOSED LICENSED SEATING AREA
- PROPOSED RETAIL SPECIALTY
- PROPOSED AMENITIES
- PROPOSED MALL
- PROPOSED PLANT/SERVICES
- PROPOSED LANDSCAPE / UPGRADE (REFER TO LANDSCAPE PLAN)

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PROPOSED PLAN
LEVEL 1 (GROUND)

ALTERATIONS & ADDITIONS

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Project Number: D6912 Drawing No: 1:250 @ A1
Scale @ Sheet Size: 1:250 @ A1
Per Date: 2019-10-01
Revision: 1.04



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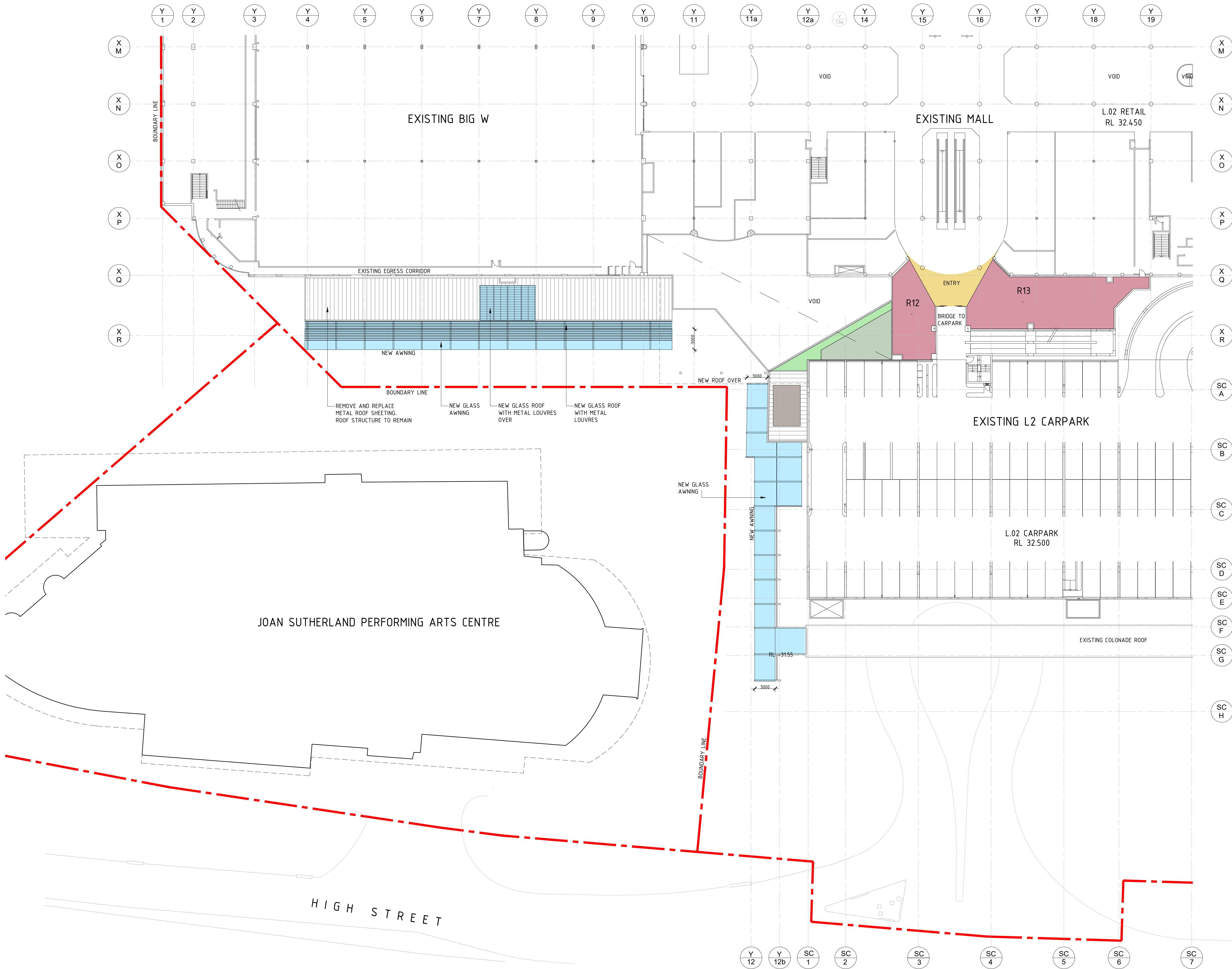
PROPOSED PLAN
LEVEL 1 (MEZZANINE)

ALTERATIONS & ADDITIONS

WESTFIELD
PENRITH

DEVELOPMENT
APPLICATION

Project Number D6912	Drawing No.	Revision
Scale @ Sheet Size 1:250 @ A1		1.05
Plot Date 2019-10-01		



LEGEND:

- PROPOSED RETAIL SPECIALTY
- PROPOSED LICENSED SEATING AREA
- PROPOSED MALL
- PROPOSED PLANT/SERVICES

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PROPOSED PLAN
LEVEL 2

ALTERATIONS & ADDITIONS

WESTFIELD
PENRITH

DEVELOPMENT
APPLICATION

Project Number: D6912 Drawing No: 1:250 @ A1
Scale @ Sheet Size: 1:250 @ A1
Print Date: 2019-10-01
Revision: 1.06

PENRITH MONDO			SCHEME 13		(DRAFT)		26/09/2019
L1 TENANCIES							
DEMO			PROPOSED				
TENANT	CATEGORY	GLA (m ²)	TENANT	CATEGORY	GLA - INT. (m ²)	GLA - EXT. (m ²)	
NEPEAN COMMUNITY COLLEGE	COMMUNITY	-495.81	R1	RETAIL	582	0	
THE HERITAGE TERRACE CAFÉ	FOOD	-202.69	R2	FOOD	173	51	
ARTHUR'S FRESH FOOD	FOOD	-37.4	R3	FOOD	73	26	
SMOKEMART & GIFTBOX	RETAIL	-26	R4	FOOD	177	38	
			R5	RETAIL	88	0	
			R6	RETAIL	101	0	
			R7	RETAIL	64	0	
			R8	RETAIL	25	0	
			R9	RETAIL	79	0	
			R10	FOOD	67	0	
			R11	FOOD	36	0	
SUB-TOTAL L1		-761.9				1465	114
L2 TENANCIES							
DEMO			PROPOSED				
TENANT	CATEGORY	GLA (m ²)	TENANT	CATEGORY	GLA - INT. (m ²)	GLA - EXT. (m ²)	
			R12	RETAIL	74	46	
			R13	RETAIL	176		
SUB-TOTAL L2						251	46
L3 TENANCIES							
DEMO			PROPOSED				
TENANT	CATEGORY	GLA (m ²)	TENANT	CATEGORY	GLA - INT. (m ²)	GLA - EXT. (m ²)	
SUB-TOTAL L3						0	0

CAR COUNT

EXISTING CAR NUMBERS	LOST CARS	PROPOSED CARS		TOTAL ON COMPLETION
3558	30	10		3538

TOTAL DEMO GLA	TOTAL NEW GLA - INT. (m ²)	TOTAL NEW GLA - EXT. (m ²)	TOTAL NEW GLA - INT. + EXT. (m ²)
-761.9	1715	160	1875
			INCREMENTAL GLA - INT. + EXT. (m ²)
			1113

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